HOLIDAY SLACK IN TRAFFIC

Nearly Seven Hundred Fewer Cars Received and Forwarded Last Week.

The Falling Off Due to Lack of Cars Rather than Decrease of Freight, as Tonnage Was Never Heavier Throughout the Country.

In the week ending Nov. 28 there were 697 fewer loaded cars received and carried forward at this point than in the preceding week. This is due to there being a holiday in the week, when local business was suspended, and to the scarcity of cars to handle the through business offered, and not to a lack of freights, as never in the history of American railways was there such a volume of business to handle; and it is not confined to any section, Eastern trunk lines, Central Traffic lines, Southwestern. Northwestern and transcontinental lines seemingly being limited to power and cars which can be commanded. and, what is better, this heavy movement of freights bids fair to continue for many months to come; nor is it con-fined to one class of freights or to a general movement in any one direction, each road having its own class of freight to handle. Grain is moving to Southern ports for export shipment as well as to Eastern shipping points. The same is true as regards cotton. All roads are handling large quantities of coal, live stock and products of their respective location, and, with this, in most cases, the business is handled at remunerative rates. The train reports show a continued heavy movement of export grain, and large shipments of corn and cats to New England points. And several of the roads are handling a good deal of cotton. The shipments of cattle and hogs to New York and New England are heavy beyond precedent, reaching three hundred or more carloads per week, and the stave and heading manufacturers are largely increasing their shipments. West-bound shipments of high class freights have fallen off, but are still up to the November average, the tonnage of coke and anthracite coal coming west is 100 per cent. heavier than at the corresponding period in 1800, and an unusally large amount of iron structural work and machinery is included. In | who travels a good deal, that polite, goodtranscontinental line freights there has been | natured conductors draw more business considerable increase the last month west-bound, but east-bound it is not as heavy as at the corresponding period of 1890. The demand for dried fruits, canned goods and other products of the l'acific coast is not so active as usual. complaint is now heard regarding transcontinental line rates, gradually having adjusted themselves to the business interests. This is favorable to Indianapolis, so extensive are the shipments of furniture, carriages and like articles from this territory, most of the manufacturing centers of Indiana taking the Indianapolis rate. Local business is excellent. The hog crop is moving briskly, the roads are handling a good deal of coal, and in the produce line receipts and shipments were rarely as heavy. At none of the city freight depots has there yet been any reduction in number of platform men. yet there is less working overtime than in October and early November. Be-low is given the number of loaded cars re-

Name	of Road.	Loaded cars, 1891	Souded cars, 1890	paded cars, 1889.	lass
L., N. A. & C., Air-line		386	398	286	220
I., D. & W. C., H. & D. (Ind'p'l's div.) L. E. & W.		420	378	391	307
		926	747	719	520
		525	570	487	358
	(I. & V	250	604	535	427
Penn'a lines J., M. & I. Chie'godiv		841	1,267	1,061	450
		405	810	450	112
Thomas d	[Col'b's div	1,690		Committee of the Commit	1,796
Peoria &		1,302			674
Eastern	The second secon	1,347			591
Big Four	Chicago div	2,161			1,731
lines	St. Louis div	2,119	The second second	100000000000000000000000000000000000000	1,41
	Cl'v'I'nd div	1,864			1,646
Vandalia		1,959	1,869	2,012	2,040
Totals		19,080	20,108	17,039	14,16
Empty cars				3,777	
Total movement		23,322	24,752	20,816	17,163

ceived and forwarded at this point during

the week ending Nov. 28, as compared with

the corresponding week for the preceding

1 41 41 41 4

three years:

An average of 260 car-loads of live stock per day were handled at the Indian-apolis yards in the week ending Nov. 28. The train records of the old Bee-line (now Big Four) begin to have an olden-time appearance. The movement of loaded cars eastward last week reached 1,053 cars, 120 of which were loaded with live stock.

The St. Louis division of the Big Four, for the first time this year, last week brought into Indianapolis more loaded cars than did the Vandalia, the former bringing in 1,271 and the Vandalia 1,130

The Indianapolis & Vincennes road handled last week the fewest loaded cars in any week in the last five years, the strike at the coal mines, shutting down of the stone-quarries and a scarcity of cars to move the grain offered all contributing to

The Cincinnati, Hamilton & Indianapopolis last week a total of 1,044 cars, of which number 926 were loaded, an exhibit it would be difficult to excel, so far as empty-car movement is concerned.

Fifty-Seven Miles an Hour. The fastest time ever made by a railroad train between New York and Washington was accomplished Saturday by a special train over the Pennsylvania railroad. The special was composed of a Pullman combination dining car, a parlor car and an observation car. The weight of the three cars aggregated 250,000 pounds, while the locomotive weighed, with its complement of coal and water, 153,000 pounds. The train left New York at 2:49 P. M., and stopped in the station in Washington at 7 P. M. Engines were changed at Gray's Ferry, consuming five minutes, and a stop at Baltimore took up six more. Deducting the eleven minutes lost, the actual running time was four hours, or 240 minutes for 228 mile, thus being an average of fifty-seven miles per made on various parts of the line, reaching in many instances to the extraordinary rate | 500 cars. of seventy-five miles per hour.

Mr. Nellson Will Not Resign. Charles Neilson, general superintendent of the Cincinnati, Hamilton & Dayton lines, was seen by a representative of the Journal yesterday, and asked as to the truthfulness of the rumor that he was soon to resign. He denied it in strong terms, woodford were never more pleasant, and the same was true as regards subordinate officials. The road was never doing a heavier business, and never making money faster, and in all departments the most barmonious relations exist. The company has just received the last of fifteen heavy engines contracted for and now has 185 first-class locomotives, and the coming year will purchase fifteen more, and also additional passenger and freight equip-

New Car-Coupling Scheme. Augustus Shaw, of Indianapolis, one of the best-known railroad yardmasters in the country, has a proposition to submit to Congress on the part of the committee designated to investigate and report upon a uniform ear-coupling, which, it is thought, will guarantee a system for coupling cars that will minimize the danger of handling the same. It has been determined that State legislatures are a failure on this subject, and that general uniformity can only be had through Congress.

Personal, Local and General Notes. J. F. Elder, private secretary of Superintendent Leeds, of the Pennsylvania lines,

spent Sunday in the city. The Union Pacific is not satisfied with its passenger business out of Chicago, and will establish a ticket office of its own in

R. S. Cox, general superintendent of the Terre Haute car-works, writes that they proper way to treat catarrh is to take a con-are very busy; among other contracts build-stitutional remedy, like Hood's Sarsaparilla.

-

ing a lot of stock-cars, Hicks's patent, equipped with watering and feeding arrangements, for the Big Four lines. Harry Marshall, chief of the inspection bureau of northern Ohio, with headquarters at Toledo, will retire from that posi-

tion to-day. The earnings of the Toledo, St. Louis & Kansas City road for the third week in November were \$40,560; merease over the corresponding week of 1890, \$8,031. The Monon last week closed a contract with Haskell, Baker & Co., of Michigan

City, to build three hundred box cars. The Monon is also in the market for seven hundred more cars.

sleeping coach run daily between Jersey ity and Indianapolis, on train No. 1, will be hauled on the fast train, No. 21. S. K. Hooper, general passenger agent of the Denver & Rio Grande road, was in New Albany on Saturday to attend the funeral

of his father-in-law. Mr. Hooper began his railroad career on the Monon. Yesterday, in connection with the Atch-1800, Topeka & Sante Fe, the Colorado Midland established its fast daily train service between the Rockies and Chicago. The service is to be fast, both east and

An official of the Chicago & Alton road states that the passenger department is making but little effort to secure through business at present, its local traffic being heavy beyond precedent, and this business pays better.

The Erie laid, the past summer, sixty miles, of new steel rail, weighing eighty pounds to the yard. No lighter rail is to be used hereafter in their main track, and this weight will be laid from Jersey City to

Chicago as fast as possible. The National Electric Headlight Company, of this city, last week received an order for four electric headlights to be used on the engines which are to handle the trains of the Chicago & Grand Trunk road under the river at Detroit. The engines used in the tunnel will be double-enders, and equipped at both ends with headlights. D. Shane, a well-known passenger conductor on the Ohio & Mississippi, on Saturday morning received a telegram from Chicago stating that bis wife, who was spending a few days with friends in that city, was quite ill. On reaching Indianapolis, Saturday night, en route to see her, he received a telegram announcing her

The volume of passenger business which the Vandalia, the Cincinnati, Hamilton & Dayton and other roads which might be named are doing is evidence, says a man than do traveling passenger agents, posters or other methods that some of the roads re-

The stockholders of the Louisville, Evansville & St. Loms road will hold a meeting at Evansville Dec. 19, when it will be known whether the deal by which the Mackey syndicate comes into the control of the Kentucky & Indiana bridge is ratified. At the same mesting a vote is to be taken on increasing the capital stock of the

P. P. Pratt, general superintendent of the Toledo, St. Louis & Kansas City road, with beadquarters at Frankfort, Ind., is one of the busiest railroad officials in the West. But tew men in his position have more work to look after, as the road is lightly officered. He reports that the business of the road is only limited by power and cars

A Pennsylvania official, in speaking of the increase of business at points on the Richmond division of the Pennsylvania lines, said that the receipts at Elwood station had gone, in the last two years, from \$300 a month to \$12,000; the receipts at Anderson from \$13,000 a month to \$30,000, and at Kokomo the increase had been proportionately large.

The shortening of the running time of its fast express trains by the Atchison, Topeka & Santa Fe road has stirred up the bad blood of the Chicago, Burlington & Quincy, and the latter has put a surveying Clay, Kan., to Bogard, Mo. When this is built the C., B. & Q. will have a line from Kansas City to Chicago thirty miles shorter than has the A., T. & S. F.

C. Wood, chief engineer of the Cinnin-nati, Hamilton & Dayton lines, was in the city on Saturday. He states that he is making estimates of cost of building the proposed branch southward from Glenwood to the stone-quarries, an extension which, if built, will be eleven miles in length. The business of stone-quarries is so uncertain that the management is hesitating as to the wisdom of building this branch.

On the Erie and Pittsburg division of the Pennsylvania railroad are five brothers named McDowell, all conductors. There are also five brothers named Fitzmaurice, all engineers. There are also five Peterses, father and four sons; also five Donlins, mand of Capt. Thou father and four cons. The Pittsburg, Ft. the Miller's captain. Wayne & Chicago railway has among its employes Mr. Falor and eight sons. These instances show how railroading runs in

The New Mexico and Southern Arizons live-stock associations have asked the | too rapid progress to permit any investiga-Southern Pacific, the Texas Pacific and the Santa Fe roads to arrange a lower rate on live stock. The continued drought has dried up the pastures and wells, and the cattle are getting in bad condition. Unless relief is afforded 60 per cent. of the cattle that so nearly proved the doom of himself will perish before the rainy season sets in. It is proposed to ship the cattle to sections where there has been no drought.

continues to draw from the latter road | most beneficial to the human system, acts his road received and forwarded at Indian- some of its best men. Thus far he has gently on the hidneye, liver and bowels, taken five off of the Columbus & Hocking Valley and given them positions on the Chicago & Eastern Illinois. Many railroad officials question the wisdom of a general officer, in going to another road, taking a following off of the road he leaves.

The report that the Big Four had an idea of utilizing the old Madison, Bedferd & Brownstown survey for building a road from its Aurora branch to Madison, and eventually on to Jeffersonville and Louisville, is creating a good deal of enthusiasm in the towns which would be benefited, and some of them are appointing committees to look after the matter. Something more definite regarding the enterprise will probably be known in the next ten days.

The Madison car-works, at Madison, 1th, have begun operations. Their first contract is to build 1,000 cars for the Chieago, Burlington & Quincy road. This company, through Charles Millard, has placed a contract for a second thousand cars with the Missouri Car and Foundry Company, and through the same agency the East Tennessee, Virginia & Georgia hour. Some very fast barsts of speed were | company has placed a contract with the Missouri Car and Foundry Company for

Our Atmosphere. Our atmosphere is composed of air (a mixture of 77 parts by weight of nitrogen and 21 parts of oxygen) with variable proportions of carbonic acid, aqueous vapors and ammonia, the latter in exceedingly small quantities. How it came here and whence its origin no man can venture to say. It is known that the sun and the planets have atmospheres, but at present little is known concerning the component parts of the atmospheres of those far-off globes. The spectroscope is, however, beginning to reveal something of their true character. It is generally conceded that the moon has no atmosphere, the theory being that the scorial and volcanic lavas absorbed the air and water of that planet

millions of years ago. The Whole State Interested.

Seymour Resublican. The Madison Courier remarks: "Indianapolis wants a new public building and she ought to have it. She has outgrown the accommodations of the present building and needs more room." This is certainy so. The whole State is interested in an extension of the accommedations of the federal building at the capital. They are away behind the times.

Cleveland's Reasons. Philadelphia Inquirer. Mr. Cleveland will not attend the An-

pear to him inexorable." That's a big name for so small a baby. Sick 'Em, Tige.

gusta exhibition, "for reasons which ap-

Patient-1 know, now, why Shakspeare wanted physic thrown to the dogs. Doctor-Why! Patient-In order to sick 'em.

THE best medical authorities say the

AN ARCHBISHOP'S JUBILEE.

Gathering of Distinguished Catholics at St. Louis to Honor Peter Richard Kenrick.

St. Louis, Nov. 29 .- Of all the days in the calendar year this has been the day of days for the Roman Catholics of the United States, from the Atlantic to the Pacific, and from the lakes to the gulf. Dignitaries and laymen of the Catholic Church in America have assembled to celebrate the achievements of a great man's life. To-day began Commencing with to-day the through | the celebration of the golden jubilee of Peter Richard Kenrick, Bishop and Archbishop of the Arch Diocese of St. Louis for the past fifty years. No previous event in the Catholic Church in America has brought together as many distinguished dignitaries. His Holiness, the Pope, has sent a representative with a gift. In St. Lonis the gift has not been confined to Roman Catholics. Many prominent citizens of all creeds have given of their time and means to aid in making the occasion one of the grandest of its nature ever witnessed. The Christian Brothers gave an entertainment at their college at which various prelates and churchmen were present. After the recitation of an ode by Mr. Griswold Smith, entitled "Our Archbishop," the orchestra concluded the

exercises with the Jubilee March. Archbishop Ireland's lecture at Music Hall, to-night, was a prominent feature of the festivities. The distinguished prelate is one of the most forcible speakers in the Catholic Church. All sorts and conditions of men were anxious to see and hear this prince of the church, and therefore the hall was crowded. He is known to the politician by reason of the vast influence he wields; to the Grand Army through ties of loyalty and comradeship; the temperance man by his unflinebing stand for the principle of total abstinence, but, above all, he is known to the workingmen, to whose cause he has devoted much of the energy of his mind and the eloquence of his tongue. His subject was, "The Church and Workingmen." A feature of additional interest was the fact that Cardinal Gibbons attended the lecture. He was introduced to the audience and occupied a seat on the stage. At the close of the lecture the Cardinal and Archbishop Ireland held an informal reception for about half an hour.

The jubilee mass will take place to-morrow morning in the old cathedral on Lower Walnut street, which has stood there since 1834. Owing to his advanged age-eightyhve years-Archulshop Kenrick will not officiate as celebrant, that duty being assigned to his Eminence, Cardinal Gibbons. The jubilee sermon will be delivered by his Grace, Archbishop Ryan, of Philadelphia, familiarly known here, where he resided many years and was much beloved, as Father Ryan. A jubilee banquet will take place to-morrow afternoon at the Lindell Hotel. The torch procession Monday night is expected to be an enormous affair, every effort having been exhausted to make it memorable. Between 25,000 and 30.000 are expected to participate. Tuesday morning. at Music Hall, several thousand children will raise up their voices in hymns of re-joicing and praise, and in the evening, at the same place, all the Catholic choirs in the city will unite to render one of the most magnificent musical compositions ever produced.

ADRIFT ON A BLAZING TUG.

Dreadful Fate Narrowly Missed by Four Men Aboard the John A. Miller.

CHICAGO, Nov. 29 .- For over an hour today, out on wintry Lake Michigan, four men stared full in the face of what seemed to be inevitable death. They were aboard the tug John A. Miller, which, wrapped in flame, was running wild at full speed in a great circle. The men had only deck buckets to delay the final moment, when, apparently, they would have to decide whether to burn or drown. The smoke and flame from the burning craft were sighted by the tug Welcome, but the waves were running so high that the Welcome was long delayed. At last, however, she succeeded in steaming close to the blaz-ing Miller, and, by almost super-

human exertions, rescued the scorched and exhausted seamen, the former narrowly avoiding meeting the fate that had awaited the rescued. The Welcome took fire, and only prompt measures averted her destruction. The four men who escaped were Capt. Peter Barry, engineer James Barry, fireman Charles Newman, and a deck-hand. The Welcome was under command of Capt. Thomas Barry, a brother of

The crew of the Miller, though suffering intense pain, enjoyed one satisfactionthat of seeing the tug sink without them aboard. The fire is supposed to have originsted in the explosion of a lamp. It made tion, and after driving the engineer and wheelsman from their positions, disabled and his men.

Syrup of Figs. C. H. Rockwell, general superintendent | Produced from the laxative and nutritions of the Chicago & Eastern Illinois, formerly | juice of California figs, combined with the juice of California figs, combined with the on the Columbus & Hocking Valley road, | medicinal virtues of plants known to be effectually cleasing the system, dispelling colds and headaches and curing habitual constipation.

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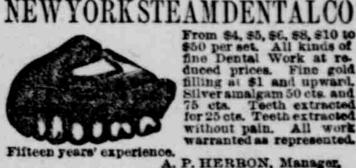
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